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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATHS.

TERRELL.—On May 17th, at Shanghai, JOSE B. TERRELL, aged 45 years.
LEE.—On May 19th, at Shanghai, THOMAS A. LEE, of Hankow, aged 51 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 24TH, 1913.

The twenty-fourth day of May, which was observed throughout the long reign of Queen Victoria as Her Majesty's birthday, has continued to be observed by the British race with increasing fervour as 'Empire Day'. The EARL OF MEATH, who was the promoter of this movement, and has worked indefatigably to popularise it throughout the King's Dominions, mentioned in a letter published in the *Daily Press* recently that last year, from reports received by the Secretary, 'Empire Day', or 'Victoria Day' as it is sometimes called, was observed throughout the Empire in 61,400 Schools, Training Colleges and Institutions, with an attendance of about 8,800,000 scholars. Allowing for those present at the various celebrations, and for those attending religious services, over 8,000 in number, where sermons or addresses emphasising the watchwords of the Movement, were delivered, it may fairly be assumed that some seventeen and a half millions of British subjects came under the influence of the movement in 1912. The day is somewhat overshadowed by its close proximity to the birthday of His Majesty the King, which is, of course, observed in official circles throughout the British Dominions, and in many of the Colonies is

proclaimed a public holiday. But the Empire movement makes an unique appeal to the British race, and since it plays no unimportant part in assisting the statesmen of the Empire in their special task of promoting the consolidation of the King's Dominions, the movement is one which naturally commands the active sympathy and encouragement of governments and people alike. The 'Empire Movement' is a strictly 'Non-Party, Non-Sectarian, Non-Aggressive, Non-Racial' effort to awaken the peoples who constitute the British Empire to the duties which lie at their door. In the words of Lord MEATH, 'it specially aims at the training of the rising generation in all those virtues which tend to make them worthy citizens of the Empire, with a full knowledge and appreciation of the duties and responsibilities which will shortly fall upon them, for the righteous governance of the 400 millions of peoples who are to be found within its confines.' The watchwords of the Movement are, 'Responsibility, Duty, Sympathy, Self-Sacrifice,' and by means of addresses in schools and in Churches, delivered more especially to the rising generation, it is sought to engrave these watchwords on the hearts of British subjects throughout the world. The bonds of union between the Colonies and the Motherland are being continually strengthened by a variety of means. Twenty years ago, and even less, it was not an uncommon thing to hear the Colonies described as a burden, and their separation from England contemplated with indifference. But nothing of the kind is to be heard from politicians of any party in the Twentieth Century. Public opinion has been educated regarding the great political potentialities of the Colonies, and in place of the old-time indifference there has grown up a strong desire to create and foster the natural links of affinity between Great Britain and her distant provinces. Forty years ago FROUDE was solemnly warning a British Ministry to reconsider the political effects of the exodus of the Irish to America, and to regard it not as an example, but as a warning. 'We invite them,' he wrote in one of his Essays, 'to reflect that, although our colonies might be considered an embarrassment to us if they were embedded in continents and accessible only through the territories of other nations; yet that with a water highway to their doors they are so disposed as to contribute to a mercantile State such as ours not weakness but enormous strength; that the ten millions by whom those colonies are now occupied might become fifty millions, yet the addition be felt only in providing openings for yet vaster numbers; that the Sovereign of this country would be possessed of so many more devoted and prosperous subjects, and that by providing this outlet the only sure measures would have been taken for the improvement of our people at home. The terms on which the colonies are to remain attached to us may be left to settle themselves. Healthy confederations must grow, and cannot be made. The only stable bond of union is mutual good-will.' Enormous strides in the direction of imperial unity have been made since those lines were first published, but the greater the empire the greater the need for inculcating the watchwords of the Empire movement. Our own small but by no means unimportant outpost has not been behind the rest of the Empire in the observance of the day. Empire Day is declared a public holiday and, as in years past, so to-day special services are being held in both the Anglican and the Roman Catholic Cathedrals at which addresses will be delivered to the rising generation of British subjects inculcating the virtues necessary to make them worthy citizens of the greatest Empire the world has seen.

Admiral Jerram has been visiting Peking.
Mrs. D. Landale and children arrived from Shanghai yesterday.
General Ludwig Basse died in Peking last week a victim of typhus fever.
The French mail of the 22nd April was delivered in London on the 22nd May.
Two cases of plague were reported yesterday. The total for the year now stands at 80.
A Chinese woman was walking along the railway near No. 47 Bridge, Fu-Ti-Au, when she was knocked down and killed by the Canton 'express'.
A disastrous fire in Tientsin has completely gutted the handsome and commodious premises used as a cigarette factory and store by Messrs. E. D. Protapapas & Co., in Kwang Lung Road.
Owing to the unsettled state of the weather, the Pagan Gymkhana meeting of the U.S.R.C., Kowloon, which had been advertised to be held to-day, has been postponed until Saturday, the 7th June.

An apprentice boiler-maker was leaving the steam launch *Tung Tai* in order to get on board the *Kamsang* when he fell overboard and was drowned. The body has not yet been recovered.

The preachers at St. John's Cathedral to-morrow, Sunday, will be in the morning, the Rev. A. D. Stewart, M.A., of St. Paul's College; and in the evening the Rev. W. H. Foster Pegg, B.A., Chaplain to the Forces.

The Shanghai Electric Construction Co., Ltd., has declared a dividend of five per cent., less one shilling and twopenny in the pound for income tax. It will be payable on and after the 2nd June next. For further particulars see advertisement.

Representing themselves to be Excise officers, three Chinese went on board a junk at Shauiwan and took a box containing 3202 in small coin, saying that they would have to take the money to the Station and report it. The pseudo-officers are apparently giving the Police Station a wide berth.

Hongkong is in some respects ahead of London, if in other respects it is far behind. We notice that an official intimation is published in the London papers of May 2nd that the Post Office is now in a position to receive applications from members of the public for signals for the purpose of synchronizing clocks. Hongkong is some five months ahead of London in this respect!

A Chinese State Commission, comprising four officials, is at present visiting Germany with a view to purchasing machinery for the economic development of China, and particularly for the preparation of salt and the working of coal. The Commission have been to Muhlhausen (Thür.), where they negotiated with some ironworks for the furnishing of certain goods, and they are later to visit Belgium and England.

Five robbers adopted the long familiar dodge of posing as house-repairers to gain access to No. 13, Chatham Street, Hungnam, on Thursday night. A Chinese woman answered the call at the door, and, after announcing that they had come to repair the skylight, the men suddenly pounced on the woman and an amah. They brandished knives in front of the frightened women and then trussed them up, stealing clothing to the value of about \$80. They are now endeavouring to elude the 'long arm of the law.'

THE DALLAS COMPANY
RETURNING.

Mr. Henry Dallas and his Company are returning to the Colony from the North next week. Owing to the Theatre Royal being in the hands of the contractors for structural alterations to the stage, Mr. Young, the advance agent, has made arrangements with the management of the Victoria Theatre to play there on Wednesday, Thursday, Friday and Saturday. On the first two nights the Company will present George Alexander's famous play, 'The Thief,' and on the two subsequent nights 'A Triple Bill.'

We observe that at Shanghai an impromptu show, in which the pick of local amateurs assisted, was arranged as a farewell to Mr. Dallas. Hongkong is not behind Shanghai in its appreciation of what Mr. Dallas has done for many years past to relieve the monotony of life in the East, and we feel quite sure that this appreciation will be shown next week in the attendance at the performances.

HONGKONG AND ART.

It is sometimes said that we are too utilitarian in Hongkong, and have no place for art. An attempt was made some years ago to found an annual Arts and Crafts Exhibition, but the first exhibition proved to be the last.

Messrs. Komor & Komor now make an attempt to supply the deficiency. At their store in Des Vœux Road they have built an art gallery, where they contemplate having exhibitions of pictures. To inaugurate the gallery the firm has brought down from Japan the well-known water-colour artist, Mr. E. Kato, who has painted a series of interesting pictures which are now on view. Considering that Mr. Kato has been here only about two weeks, he has shown remarkable industry as well as versatility of genius, for the large collection on view includes about thirty Hongkong sketches and also some finished pictures, so perfect in their detail that one would imagine that each of them would take a couple of weeks at the rate artists usually work. Perhaps the best of the Hongkong pictures is No. 60, a view of West Point, in which the harbour detail is marvellously drawn. There are a number of excellent Japanese pictures by Mr. Kato, and altogether Komor's Art Gallery is a place where any lover of art may spend a very pleasant hour.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

ILLNESS OF THE EMPEROR
OF JAPAN.

TOKYO, May 23rd.

Alarm was caused last night by the issue of bulletins announcing that the Emperor is suffering from pneumonia.

This morning, however, reassuring reports are issued, signed by seven physicians.

7.38 p.m.

His Majesty's temperature has risen one degree.

A Reuter's message from San Francisco says that consternation prevailed in the Japanese Colony on Thursday evening when a Japanese paper received a cable announcing the death of the Emperor of Japan. The bulletin had scarcely been posted, however, when another was received, announcing that the Emperor was resting easy.

A message from Washington states that President Wilson has telegraphed to the Emperor of Japan his sincere sympathy and his ardent hope that the illness would be of brief duration and that his recovery would be rapid and complete.

[THROUGH REUTER'S AGENCY.]

DEATH OF SIR ROBERT DOUGLAS.

LONDON, May 23rd.

The death is announced of Sir Robert Douglas, the famous Orientalist, formerly in the Chinese Consular Service. He has written many stories of Chinese life, and was Professor of Chinese at King's College, London.

FIGHTING BETWEEN BULGARIANS
AND GREEKS.

LONDON, May 23rd.

A telegram from Salonika says that 2 Bulgarian forces entered the neutral zone established as the result of the recent incident, between Vlastiska and Kotsaki, and sought to enter the territories occupied by the Greeks. The latter opposed their advance, and a serious fight ensued and still continues.

The Greek Government has protested against the violation of the Agreement, and has demanded the withdrawal of the Bulgarian troops.

SEDITION IN BENGAL.

LONDON, May 23rd.

Reuter's correspondent at Simla wires that 30 Bengalis, arrested on a charge of conspiracy to wage war against the King, will be tried at Barisal on the 26th inst. It is understood that the police possess evidence of a widespread revolutionary plot working through certain schools.

FRENCH MILITARY DISSATIS-
FACTION.

LONDON, May 23rd.

The demonstrations of various garrisons against the three years' service were the subject of an interpellation in the French Senate. The Minister for War said that none were more cruelly surprised than himself at the incidents. The Government was determined to resolutely investigate and discover the real fomenters of the disorders and extirpate the evil.

THE DISASTER TO THE FRENCH
LINER.

LONDON, May 23rd.

The French liner *Senegal*, which struck a mine on leaving Smyrna, had a hole knocked in her bows. She was beached. Three sailors and a Turkish girl were drowned, and two sailors were injured.

A telegram from Smyrna says that the damage to the *Senegal* is considered irreparable.

THE AUSTRALIAN NAVY.

LONDON, May 23rd.

The first Australian submarine was launched at Vickers' yard at Barrow. The second is almost completed.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CHINA LOAN.

COMMENT BY 'THE TIMES.'

LONDON, May 23rd.

The *Times*, in an article on the China Loan, says:—We still dislike the financial monopoly which the Powers have imposed upon China, but for the present we dislike far more the only alternative, namely, the resumption of the undignified Loan scrambling. Sir Edward Grey has intimated that after the present Loan he will reconsider the whole question. The policy now inaugurated can only be successful if the five Powers recognise that they cannot yet part company. China's needs are not yet fully met, and not until further help on the same basis has been given China will it be possible to consider other expedients for meeting her future financial requirements.

GATHERING OF MONARCHS AT
BERLIN.

THE TSAR'S ARRIVAL.

LONDON, May 23rd.

The Tsar arrived at Berlin on Thursday. The Kaiser, King George, and the German Crown Prince welcomed him cordially at the railway station, the same high personages as were present at the arrival of Their British Majesties being present, but the Empress and Queen Mary and their suites were absent owing to the Tsaritsa not accompanying the Tsar. The public were rigorously excluded from the station, and it was noticeable that there were less decorations, and the proceedings more hurried and less brilliant than on the previous day. The royal personages proceeded in procession to the Palace.

The policemen and the detectives were the outstanding features of the greeting of the Tsar. Anhalter Station and a wide area around were converted into a police camp. Many more troops lined the route than on the previous day.

KING GEORGE IN THE CAPITAL.

In striking contrast King George motored freely about the capital, the object of unceasing popular demonstrations. On Thursday His Majesty attended Grunewald Races, and as a result there was an enormously increased demand for admission to the grand stands.

A FEUD ENDED.

The Duke and Duchess of Cumberland, who it was at first thought would not attend the wedding owing to their long-standing feud with Prussia, arrived at Berlin on Thursday morning, and were met at Kaiserpaar by the Princes and Princesses and drove to the Castle with a military escort.

FRENCH NATIONAL DEFENCE.

HUGE SPECIAL FUND TO BE CREATED.

PARIS, May 23rd.

The Minister of Finance has announced that a special fund will be created for National Defence, probably amounting to 800,000,000 or 1,000,000,000 francs. The loan thereby necessitated will be for 20 years, the bonds to be issued half yearly in the beginning of 1915, and to be secured by an increase in the income-tax.

THE FIGHTING IN TRIPOLI.

ITALIANS ABANDON FOUR GUNS.

ROME, May 23rd.

Details of the fighting between the Italians and the Arabs at Sidi Garba and Rasclain show that the Italians were surprised on forming up to return from a march. The Arabs poured in deadly artillery fire, and compelled the Italians to retreat to Derna and abandon four guns.

General Ragni has been relieved of the command at Tripoli at his own request, and General Garioni succeeds him.

PEER'S SUDDEN DEATH.

LONDON, May 23rd.

Lord Ashbourne while walking in Hyde Park fell, and died in hospital.

[The late Peer was a member of the Irish Bar. He was M.P. for Dublin University from 1875 to 1885, was Attorney-General for Ireland from 1877 to 1880, and Lord Chancellor of Ireland with a seat in the Cabinet in the Conservative administrations from 1895 to 1903.]

CORRESPONDENCE.

THE CLOCK TOWER.

[TO THE EDITOR OF THE 'HONGKONG DAILY PRESS.']

DEAR SIR,—Would it not be possible, even if the poor old 'Clock Tower' has to be demolished, that at least the Clock itself be left as a reminder of old times? Is there no possibility of finding a suitable position on or in some part of the New Post Office, where it could be seen from the several roads and streets converging on the Des Vœux Road entrance? I know nothing of the mechanism of the Clock itself, but might not a kind of g'bbet or, if that were unfeasible, a small tower, be erected to accommodate so old a friend? Somehow one has grown to listen for its voice in the quiet hours of the night and early morning, just as one involuntarily glances up to its familiar face in the rush of the busy day. All other hospitable doors being closed, I have wondered whether the 'Princely House' of Jardine would give, or could be asked to give, shelter to one of the ancient landmarks, a relic of the good old times so few of us remember.

As regards the trees in Pedder's St., why not act on the suggestion made in yesterday's *Daily Press*, and locate the chairs near the side walks (on each side of the road if necessary)? This would give a clear road for traffic, and at the same time the chairs would be at hand in going either up or down the street. In any case it would seem cruel to attempt to transplant the trees so firmly rooted and whose shade and green leaves are so grateful to the eye on a blazing hot day.—Yours truly,

K. A. M.

[No suggestion for the removal of the chair stand has appeared in the *Daily Press*.—Ed.]

EUROPEAN Y.M.C.A. TENNIS CLUB.

NEW COURTS OPENED BY H.E. THE GOVERNOR.

Yesterday provided a notable episode in the history of the European Y.M.C.A. Tennis Club, the new courts at East Point being formally opened by H.E. the Governor. There are three cement courts on the ground, and undoubtedly they fill a long and pressingly-felt need.

The Hon. Mr. DAVID LANDALE, who presided at the ceremony, said that when the Hon. Mr. Ross left the Colony the Committee of the Club did him the honour of asking him to become their President, and on their behalf he welcomed all who were present that day to see the new courts opened, more particularly His Excellency the Governor for kindly consenting to come there.

The CHAIRMAN then called upon Mr. C. C. HICKLING to give a résumé of the history of the Tennis Club.

Mr. HICKLING said that some six or seven years ago they thought it desirable to find an outlet for the enthusiasm in the game, and they acquired a portion of the polo ground in Causeway Bay. Unfortunately, it was a very long way away, and the turf, too, was very indifferent. They felt they were doing no good there, and handed over the ground to the Chinese Y.M.C.A., getting into touch subsequently with the Empire Club, which had very good grounds in Kowloon. They put their energy into that Club, and the result was distinctly favourable. After four very prosperous seasons, the Y.M.C.A. Club's connection with the other Club ceased, and the problem remained to secure a new ground. H.E. the Governor kindly undertook to interview Mr. Ross, and endeavoured to get this ground, and the members very highly appreciated His Excellency's action in this matter. (Applause.) He took that opportunity of offering Sir Henry their sincere thanks for his active participation in their welfare. Mr. Ross had offered them that ground on condition that they used it, and they were much indebted to him, as also to his firm. He then called upon H.E. the Governor to declare the courts open.

H.E. Sir Henry May declared that all he did was to go to his good friend Mr. Ross and beg, and he knew when he went there that he would be successful. It was much more difficult to give, and the members owed a deep debt of gratitude to Mr. Ross for forwarding the request, to Mr. Landale for confirming it, and to Sir Robert Jardine, who owned the property for granting it. Tennis, said His Excellency, was one of the best outdoor games, and he needed only to remind the young men in the Colony—and the older men too—that the longer they played games the longer would they keep young. He had had to give up some of his former violent games, and in his declining years—(Laughter.)—had taken to tennis and golf. He was a bad tennis player, and a worse hand at golf, but he found that it did him good, and he hoped it would prevent his hair from turning grey. (Laughter.) Sir Henry concluded—'I wish this Club every success, and I feel very much honoured in being asked to hit the first ball on the courts. I herewith declare this ground open. (Applause.)'

The Hon. Mr. LANDALE thanked His Excellency, on behalf of the Committee for opening the ground, and by so doing adding another act of kindness to the many he had performed for the Association.

All then repaired to one of the courts, where His Excellency, with Mr. C. C. Hickling as partner, commenced a game against the Hon. Mr. Landale and Mr. A. S. Kemphorne, the latter side gaining the victory by 8 games to 6.

SUPREME COURT.

Friday, 23rd May.

IN SUMMARY JURISDICTION.

Import: Mr. J. H. Kemp (Puisne Judge).

CLAIM FOR MONEY DEPOSITED.

An action was mentioned in which the Chai Lay Company are suing the Hang Cheung firm and two partners thereof to recover the sum of \$918, being money deposited by plaintiff with defendants under an agreement dated the 2nd January, 1913, and now repayable by defendants together with interest at 8 per cent. per annum.

Mr. C. A. Sutherland Russ (acting for Mr. R. A. Harding) represented the plaintiff, and Mr. D. Lewis (of Messrs. Johnson, Stokes & Master) appeared for the defendants.

Mr. Lewis asked his Lordship to order pleadings.

Mr. Russ—There is no need for pleadings.

Mr. Lewis—This is an extraordinary case. My friend has severed his cause of action, and the case ought to be struck out.

Mr. Russ—I don't know what my friend means. There are absolutely separate causes of action.

Mr. Lewis—The claim arises out of certain building contracts. This \$900 was deposited under certain building contracts for work which is being done, and plaintiff is suing now for \$900 as part of the consideration due to him. The money under that agreement is not payable till the end of this year.

Mr. Russ—The agreement is absolutely a separate agreement. It is for the return of \$900 deposited as security, and has nothing at all to do with the work done. They are quite separate causes of action, and arise at different times.

His Lordship intimated that he would take the point in Chambers on Monday.

CLAIM AGAINST A STEWARD.

The case was mentioned in which Messrs. Hill, Bergdall & Co., sued Kam Ting, ship's steward, to recover the sum of \$270.20, being balance due for aerated waters sold.

Mr. Leo D'Almada & Castro represented the plaintiff, and Mr. R. C. Faithfull appeared for the defendant.

Mr. D'Almada said he understood the defendant was in town again. He was a steward on the *a.s. Borneo*.

Mr. Faithfull—He is here, but I am told he is going away again next Tuesday. He is a bird of passage.

His Lordship—We will take the case this afternoon, at 2.15.

When the Court sat in the afternoon, Mr. D'Almada informed his Lordship that defendant had consented to judgment for the sum of \$200 and costs, which he had agreed at the sum of \$50. The judgment debt was to be paid in instalments of \$15 after each arrival of the *Borneo* and failing payment within three days after each arrival execution would issue. The costs were to be paid forthwith.

Mr. Faithfull—And the defendant is to be re-credited with the return of any empty bottles.

Mr. D'Almada—That is if he returns them.

His Lordship entered judgment in the terms agreed.

THE MAGISTRACY.

A Chinese was seen leaving Kowloon wharf with two bags of pen-nuts under his arm. He was stopped, and it was found that he had stolen them from a ship which was being unloaded. Defendant was sentenced to four hours' stocks, and was recommended for banishment.

Mr. Davis, the manager of the Seamen's Institute, was charged by Inspector McHardy, with keeping three dogs without licences. Defendant said he took out a licence for one of the dogs, and was under the impression it went for twelve months. Another dog was a puppy but four months old, and he thought no licence was necessary till the dog was six months old. The other one was left by a man who was at sea. Mr. Hazeland advised defendant not to take in dogs left by other men, and imposed a fine of \$10.

Revenue Officer Mackenzie proceeded against a Chinese dealer, of Queen's Road, for removing a case of brandy from his warehouse without paying the duty. Mr. R. O. Hutcheson (Superintendent of Imports and Exports) said that defendant was always making these mistakes and he had been warned before. Defendant had a licensed warehouse in which he stored a large quantity of liquor, on which no duty had been paid. The duty which ought to have been paid on the case of brandy concerned amounted to \$8. The maximum penalty was \$500, but he did not press for that. Defendant was fined \$50.

THE YAMUATI POISONING CASE.

The hearing was continued yesterday, before Mr. Melbourne, of the case in which a Chinese quack doctor and an amah are charged with causing the death of an inmate of a brothel at Yamuati. Mr. T. H. King (Assistant Captain Superintendent of Police) prosecuted. Evidence was given by Mr. Frank Browne, the Government analyst, who stated that he was handed certain samples to examine, and found that they contained Japanese anise. This was a poisonous fruit, and appeared to have been boiled. He also received samples of three different kinds of drugs, which were harmless. Chinese and Japanese anise was very similar, and only an expert could distinguish between them. Japanese anise, however, was poisonous, while the Chinese was harmless. The former kind was cheaper, and the Chinese druggists used to sell that instead of the harmless kind, and several deaths had occurred through misadventure. All the Chinese drug vendors were warned by the police some time ago not to sell the drug. Accused were committed for trial.

HONGKONG SHARE MARKET.

Messrs. Vornon & Smyth in their weekly share report dated 23rd May state:—

The local market has ruled active for all investment securities during the past week, and rates close generally on the firm side, with further advances established under several heads. The London market is slightly lower on the week, the closing tone for "Rubbers" being firm, and that for Tins weak. Fine Hard Para Rubber is quoted at 3/3 per lb. and Plantation Sheets at 3/3. Discount rates at the close are the same as last quoted, viz., 4 1/2 per cent. Bank of England and 3 1/2 per cent. open market. Bar Silver has declined to 27 11/16d. per oz. ready, and 27 1/4 forward, the market closing steady. Sterling T.T. is obtainable to-day at 1/11 1/2, and Shanghai T.T. at 72 1/2. Consols close at 75 1/2.

BANKS.—Hongkong and Shanghai have been booked at \$305 and \$810, and at the close small buyers offer \$815. London has improved to \$21 10s. 0d.

MARINE INSURANCES.—Unions have been booked at \$790, and more shares are wanted. Cautions after reported sales at \$322 1/2 cum dividend have declined to a selling quotation of \$300 ex the dividend of 318 per share paid on the 22nd inst. North Chinas are wanted in the North at Tls. 122 1/2, and Yangtses at \$190 with Exchange 7 1/2.

FIRE INSURANCES.—Chinas are in request at \$147, and Hongkongs are wanted at \$354, after sales at \$358.

SHIPPING.—Kiangsu, Canton and Macao are firm with sales and further buyers at \$27 1/2. Indo-Chinas are offered locally at \$91 and Douglases at the reduced rate of \$89 1/2. China and Manilas have buyers at \$9, and Star Ferries at \$50 ex the dividends for 1912 paid yesterday.

ONLS.—Shell Transports have received in London to a middle quotation of 115/6, closing with sellers at 116/6.

REFINERIES.—China Sugars, after various sales at from \$105 to \$107 close with buyers at the higher rate, and no shares immediately available. Luzons sold in the early part of the week at \$35 and \$36, but have since firmed up to \$36, \$38 1/2 and \$39 1/2, market closing firm with buyers at the latter rate.

MINING.—Ironols and Heawoods are quiet, and unchanged at 89/- and 4/3 nominal respectively. Rauba after various sales up to \$4 have receded to a selling quotation of \$4. Kailan Minings are easier at 32/6 middle and no business to report.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have sold at \$71, \$71 1/2, and \$72, and more shares are now enquired for at \$73. Hongkong and Kowloon Wharves close steady at \$83 with sales and probable further buyers. New Amoy Docks continue in request at \$8, and Shanghai Docks at Tls. 62 1/2. Shanghai and Hongkong Wharves are on offer in the North at Tls. 113.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have ruled firm with further sales at \$115, and buyers prevailing at the close. Kowloon Lands continue in request at \$38, and West Points at no sales, further improved rate of \$71 with no sales reported. Hongkong Hotels are wanted at \$115 and \$77 for the old and new issues respectively. Humphreys Estates have been booked at \$83, but at the close there are sellers at \$83 and buyers at \$84.

CORR. MILLS.—Quotations generally are on the weak side, but no local business is reported. Hongkongs are still on offer at \$93, but at \$94 there are buyers.

MISCELLANEOUS.—Cements have improved from \$43 with varied and extensive sales up to \$5.40, at which the market closes with buyers. Electrics after sales at \$35 1/2 and \$36 are now enquired for at \$36 1/2. Ice has buyers at \$178, and Lopes after further sales at \$21 can still be placed at the rate. Union Waterboats have improved to a buying quotation of \$18 1/2, and Watsons to \$24 buyers after sales at \$24 and \$26. Pulpers have receded to \$29 sellers, and Steam Fisheries to \$4 sellers. Langkats have declined further in the North to a selling quotation of Tls. 57 and probable local buyers at Tls. 56 1/2. Hongkong Trams have been booked locally at 7/11 cum div., and more shares are wanted.

LONDON QUOTATIONS.—The following quotations (middle price) were received from our London Agents by wire this morning:—

Troch Mines	80/-
Pahang Consolidated	10/3
Ural Caspians	50/6
Malayan Tin Dredgers	69/6
United Serdangs	11/-
Mexican Eagles	38/8
Rubber Trusts	9 1/2 premium
Eastern Trusts	17/6
Shell Transports	115/6
Indo-Chinas (Combined)	190/-
Chinese Engineerings	35/-
Hongkong Electric Trams	6/10 1/2
London Ventures	9d.

THE REPUBLIC OF CHINA.

BANK OF CHINA.

PEKING, May 16th.

The Board of Finance has decided to remit \$1,000,000 to the Shanghai branch of the Bank of China as additional capital. This remittance is drawn from funds acquired through the Austrian Loan.

LETTERS, TELEGRAMS AND PAPERS SUBJECT TO DETENTION.

PEKING, May 17th.

The local Press states that the Minister of Communications, Chu Chieh-shan, has issued orders throughout the Republic that the various authorities are to immediately stop the transmission of all suspicious mail matter, whether in the form of letters or newspapers.

NORTHERN TROOPS COMING SOUTH.

WUCHANG, May 16th.

Considerable movements of troops have been taking place in Wuchang recently. The Kiangnan troops went South by water on the 14th. Chinkow, Hanchuan, Hsiangyang, Huangchow, and Wusueh are now held by Northern troops. Two thousand Northern troops have recently arrived at Kinkow. Orders have been issued at Peking for the 28th division, now quartered at Haininfu, to proceed with all haste to join Chang Hsun's command in the vicinity of Pukow.

SPECIAL COMMISSIONERS FOR SOUTHERN PROVINCES.

PEKING, May 16th.

It is understood here that the Government is about to appoint Special Military Commissioners for four southern provinces as follows:—

For Anhui: Li Chung-yoh, who will be stationed at Yingchowfu.

For Hunan: Tsen Chun-huan, who will be stationed at Keshow.

For Kiangsi: Ku Keh-an, who will establish his headquarters at Kiukiang.

For Kwangtung: Wang Ho-shun, with headquarters at Nanshiung.

YUAN AND THE RECALTRANT PROVINCES.

PEKING, May 16th.

Yuan Shih-kai has telegraphed Li Yuan-hung, the Vice-President, and the Tatuhs of fourteen provinces instructing them to send a joint telegram to Li Lich-chun, Tatuhs of Kiangsi; Pa Wen-wei, Tatuhs of Anhui; Hu Han-min, Tatuhs of Kwangtung; and Tan Yi-kai, Tatuhs of Hunan, with a view to persuading them to place the welfare of the country before everything. If the advice of the Vice-President and the fourteen Tatuhs is not followed then northern troops will be sent to those provinces to compel compliance with their wishes.

(In the light of private information from Peking bearing on this subject, says the *China Republican*, it appears evident that not only does Yuan contemplate the slightest of the four southern Tatuhs mentioned, but to do it in such a way as to make it "the last straw that breaks the camel's back.")

PEKING PERILS.

PEKING, May 17th.

An advertisement that is the subject of general comment appeared in the local papers to-day. It was inserted by Mr. Tien Tung, one of the Hupei members of the House of Representatives, who is also the proprietor of the *Kowloon Times*. The advertisement sets forth that as he bears no enmity against anyone, he has been astonished to find himself not only shadowed by detectives but even the object of the attentions of assassins, who have made no less than three attempts upon his life. "In view of the responsibility of the Government for the lives of the people's representatives, who should not have to go about in momentary peril of their lives, this advertisement is inserted in order to enable the people to judge whence the instigation emanated in the event of any members of Parliament meeting with sudden or mysterious death."

RESIDENCE OF SPEAKER OF SENATE RAIDED.

PEKING, May 17th.

Mr. Zia Ti, a Szechuen member of the Senate, was at 9 a.m. to-day, seized by several men in plain clothes and taken away from the residence of Mr. Chang-chi, the Speaker of the Senate, where he was staying. The men gave no reason for their action. They made a search of the house, tearing up the brick flooring and destroying portions of the walls to look for explosives. The police, who watched the proceedings and were stationed outside the house, allowed the plain-clothes men to take the Senator away, but whether he was taken is unknown.

At noon the same day Mr. Wang Chiang-ting, the Vice-Speaker of the Senate, tried to communicate with General Tuan Chih-jui, the Minister of War and acting Premier, several times by telephone, but failed.

Members of Parliament are alarmed at the turn of events, believing the raid on the house of the Speaker of the Senate indicates that a plot is afoot having for its object the direct consequences for the representatives of the people.

LATER.—In connection with the case of the arrest of Senator Zia Ti this morning the House of Representatives at its session to-day decided to summon the acting Premier, General Tuan Chih-jui, in order to find out where the arrested Senator is, and whether or what had become of him. The Ministry of War, the Cabinet and the President's office were rung up by telephone without being able to get into touch with Tuan Chih-jui.

MILITARY OPERATIONS ON LARGE SCALE.

PEKING, May 17th.

At a Cabinet meeting yesterday General Tuan Chih-jui, the Acting Premier, urged the immediate appointment of Special Military Commissioners with full authority to reorganize the military affairs of Heilungkiang, Nanyang, Peiyang, Jehol, Yunnan and Tibet. They should be instructed to co-operate as far as possible, with the Tatuhs of these widespread sections of the Republic, but should be free to do whatever they may deem expedient in order to give full effect to whatever orders of the Ministry of War may reach them from time to time.

The Cabinet acquiesced, and it is probable therefore that in a day or two the names of the military officers selected will be publicly announced.

The troops in the capital are understood to be prepared for all possible emergencies. Special precautions are said to have been taken against any surprises owing to the currency of rumours to the effect that large numbers of insurgents have managed to get into Peking with the object of creating serious disorder.

This report is believed to have been put in circulation by Yuan Shih-kai's followers in order to not only justify the placing of the capital under martial law, but also pave the way for the arrest and summary execution of those who do not agree with the Government's policy. The mobilisation and strengthening of forces at strategic points goes on apace. The latest move is the issuance of orders for the second division and three battalions of Chiang Kuei-li's troops, besides the first regiment of the first division, to be despatched to Hupei with all possible speed.

UNITED UNIVERSITIES SCHEME FOR CENTRAL CHINA.

AMERICA WITHDRAWS.

The Rev. Lord William Cecil, writing to the *Times*, says:—It may interest your readers to hear that owing to the withdrawals of America from the United Universities scheme, the scheme has had to be remodelled. It will be a completely British scheme, but no other alterations of its main lines are suggested. The present position of the scheme is as follows. It has been approved by the representative of the Chinese Government and various mission schools in Central China have agreed to co-operate, so the university will be assured of that which, after all, is the greatest requisite, pupils sufficiently trained in Western knowledge to be able to take advantage of a university, while we are assured that many young men are ready to go out from the home universities as teachers. The proposed university is modelled on the pattern of our senior universities, and will consist of colleges, associated, if possible, with Christian bodies, united together into a university. It is intended that the university shall be thoroughly Christian in tone and that the teachers shall be Christian, but there will be absolute liberty of thought, and it is hoped that the religious and moral instruction will belong to the college, while the intellectual standards and technical teaching will be the especial province of the university.

Hitherto we must confess that we have met with very small financial support, but we feel it would be a thousand pities if a scheme that must be so beneficial to China and so honourable to England should be put on one side. If we could see our way to promises of \$25,000, we should be inclined to proceed with the scheme at once.

GUN TESTS IN PEKING.

A large party of representatives of the Ministry of War, and military and naval officers went to Wuchang on the 16th inst. to witness the trials of an Armstrong and Whitworth new pattern mountain gun of 75 mm. and with range from 7,000 to 500 metres. The gun was managed first by an inexperienced Chinese crew and then by an efficient British crew, thereby illustrating the easy working and accuracy of a very small gun throwing a comparatively heavy shell for various distances. At short ranges the gunners frequently struck the bull's-eye with precision shells, and a wide objective by the sharpness and searching practices. The gun was conveyed to the range and returned to Peking on muleback quickly and easily. The Chinese officers were considerably impressed by the excellence of the weapon, and the rapidity and ease of mounting it and removing it; and also by the rapid-firing, during which five good shots were made in twenty seconds, while the ability of the gun to throw shell in any direction from the most inconvenient hillside was also well illustrated.

SCARCITY OF RICE.

HUPEI REQUESTS IMPORTATION FROM SAIGON.

Owing to the prohibition of the exportation of rice now enforced in the various provinces, the Tatuhs of Hupei, General Li Yuan-hung, has telegraphed to the Central Government for permission to import rice from Saigon and other places in the South, as there is a scarcity of rice in his province and both the people and the troops will soon be threatened with famine. The Government has referred General Li Yuan-hung's request to the Ministries of Commerce and of the Interior to be complied with.

DR. SUN YAT SEN'S TELEGRAM TO EUROPE.

THE PRESIDENT AND THE QUINTUPLE LOAN.

The *Times* of 3rd inst. says:—We have received from Dr. Canto a copy of a telegram sent by Dr. Sun Yat-sen to Mr. Dioso, charging the Chinese Government with complicity in the murder of the Nationalist leader, Sung Chiao-jen, and with unconstitutional action in concluding the Quintuple Loan, in spite of the protests of the representatives of the nation, and appealing to the civilized world to refuse to President Yuan Shih-kai and the Government funds which will be employed for waging war against the people. In the course of the telegram Dr. Sun Yat-sen says that in consequence of the Shanghai murder:—

People are extremely indignant, and the situation has become so serious that the nation is on the verge of the most acute and dangerous crisis yet experienced. The Government, conscious of its guilt and of the enormity of its offence, realizing the strength of the wave of indignation sweeping over the nation, and suddenly and unconstitutionally concluded a loan for \$25,000,000 with the Quintuple group despite the vigorous protests of the representatives of the nation now assembled in Peking. This high-handed and unconstitutional action of the Government instantly accentuated the intense indignation which had been caused by the foul murder of Sung Chiao-jen, so that at the present time the fury of the people is worked up to a white heat and a terrible convulsion appears almost inevitable.

"From the date of the birth of the Republic I have striven for unity, peace, concord, and prosperity. I recommended Yuan Shih-kai for the Presidency because there appeared reasons for believing that by doing so the unification of the nation and the dawn of an era of peace and prosperity would thereby be hastened. Ever since then I have done all I could to create peace, order, and government out of the chaos created by the Revolution. I earnestly desire to preserve peace throughout the Republic, but my efforts will be rendered ineffective if financiers will supply the Peking Government with money that would, and probably will, be used in waging war against the people.

If the people are now forced into a life-and-death struggle for the preservation of the Republic, not only will it entail terrible suffering to the masses, but it will inevitably also adversely affect all foreign interests in China."

Dr. Sun Yat-sen concludes as follows:—

"In the name and for the sake of humanity, which civilization holds sacred, I therefore appeal to you to exert your influence with a view to preventing bankers from providing the Peking Government with funds which at this juncture will assuredly be utilized as means of war. I appeal to all who have the lasting welfare of mankind at heart to extend to me in this hour of need their moral assistance in averting unnecessary bloodshed and in shielding my countrymen from the hard fate which they have done absolutely nothing to deserve."

CANTON-HANKOW RAILWAY.

FOREIGN AUDITORS AND ACCOUNTANTS APPOINTED.

Dr. Jeme Tien-Yu, associate director of the Canton-Hankow and Hankow-Szechuan railways, is at Hankow arranging for the commencement of construction work. He informed a newspaper representative that money was already available in the Hongkong and Shanghai Bank for the construction of the British section (Hupei and Hunan) and that he expected construction to begin immediately.

The Ministry of Communication, said Dr. Jeme, had been ready to begin construction last November, but delay had been caused by the unwillingness of the four Powers' banks to advance the loan of \$2,000,000 contracted for in 1911. "For this delay," he said, "the banks blame us, we blame the banks. One matter in dispute was the appointment of foreign accountants. This was not provided for in the loan agreement, but the agreement stated that the accounts must be kept in the most up-to-date manner, and this was interpreted by the banks as meaning that foreigners must keep the accounts."

The Chinese administration, he said, had now appointed the accountants as follows:—

For the British section (Wuchang to Yichang, on the Hunan-Kwangtung border) Mr. C. C. Connell, late of the Shanghai-Nanking railway.

For the German section (Hankow or Kwangshui to Ichang) Mr. Schidt.

For the American section (beyond Ichang) Mr. Plant.

In addition the appointment of Mr. Cyril H. Bell, A.C.A., as auditor of the British section, had been confirmed.

The first work to be undertaken, Dr. Jeme said, would be to complete the purchase of the land, then to make the earthwork. The only material that had been ordered up to the present was the telegraphic material.

Dr. Jeme expects to stay in Hankow for some time. He stated that the date of the coming of Mr. Chen Chun-huan, the director general, had not been decided.

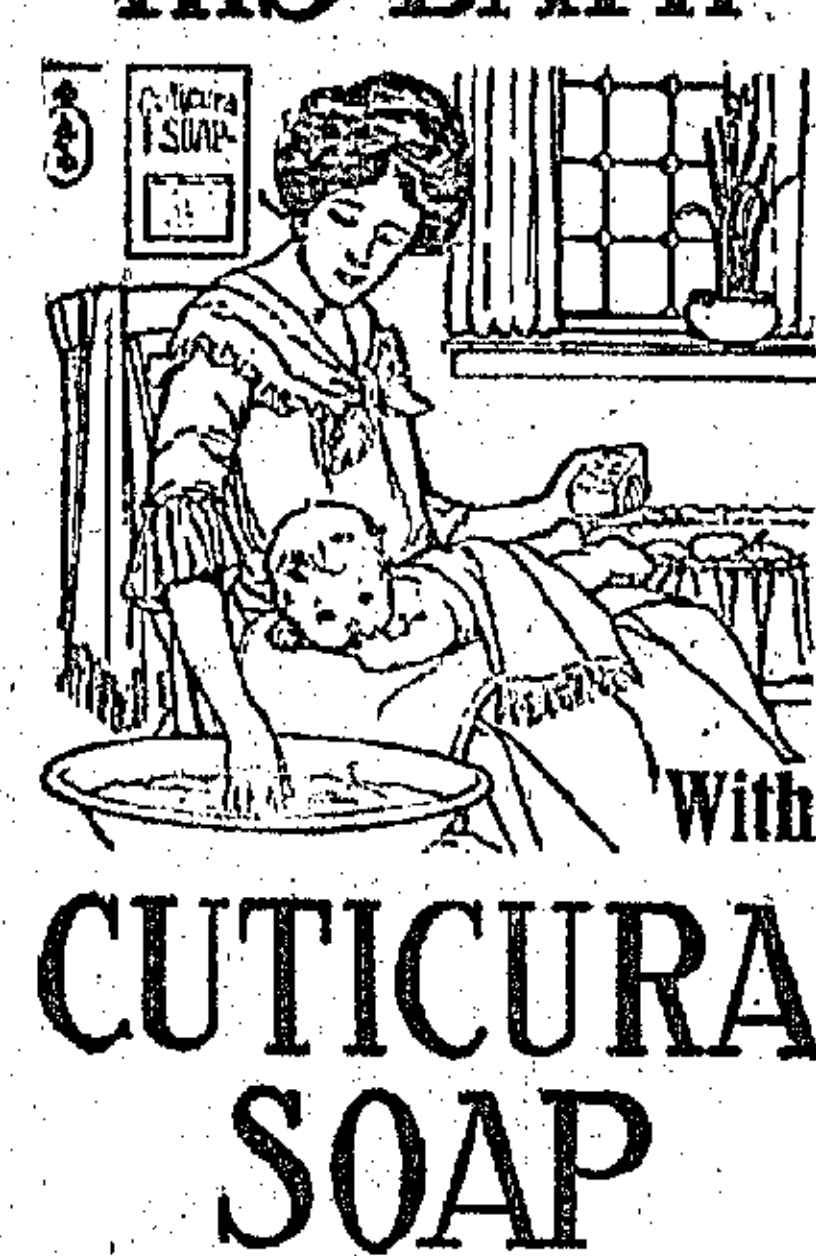
In the building of the Peking-Kalgan railway Dr. Jeme had practical experience as a constructional engineer. He was also engaged on the Canton-end of the Canton-Hankow line before being engaged for the whole Hukwang system and now holds the double position.

THE MAY OPIUM SALES AT CALCUTTA.

There was a decrease of prices at the opium sales on the 5th inst. when 575 chests of uncertified opium were offered. There were 100 chests of Bihar opium, which realised an average of Rs. 2,935.12 per chest, and 475 chests of Benares average of Rs. 2,999. The general average price per chest being Rs. 2,991 against Rs. 3,011 at the last sale and Rs. 3,050 at the March sale. The total receipts were Rs. 17,19,825, while at the last sale Rs. 33,12,100 was realised from the sale of 1,100 chests. This was the first sale at which a reduced quantity of uncertified opium was offered.

INTIMATIONS

BABY LOVES HIS BATH

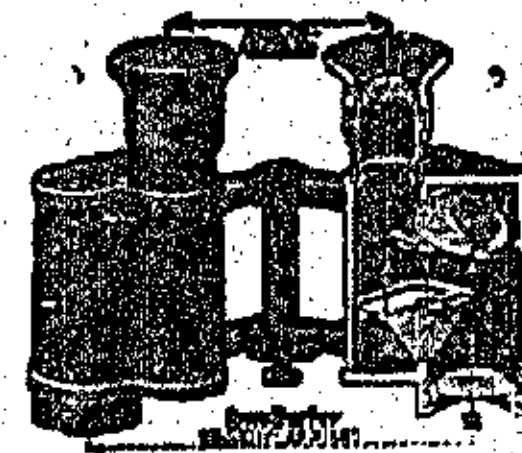


With CUTICURA SOAP

No other keeps the skin and scalp so clean and sweet. Used with Cuticura Ointment, it soothes irritations which if neglected often become chronic disfigurements. Millions of mothers use these pure, sweet and gentle emollients for every purpose of the toilet, bath and nursery.

Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. book free from nearest depot: Newbury, 27, Charterhouse St., London, E.C. 3. Town & Co., Sydney, N.S.W.; Leam, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter, Drug & Chem. Corp., sole agents, Boston, U.S.A. Be careful—there are many cheap imitations of Cuticura Soap having sick. Liberal sample free.

96-12



ZEISS PRISMA BINOCULARS

AT HOME PRICES:

16 Power	£10.10.0
12 " (new model)	£10.10.0
12 " "	£9.5.0
8 " "	£6.10.0
6 " (large field)	£7.10.0
6 " "	£6.0.0
6 " (small model)	£5.18.0
3 " "	£5.8.0

To be Obtained from

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,
CHATER ROAD.

OUR

STUDY

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NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

OLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

SHANGHAI-NANKING RAILWAY

REPORT BY THE GENERAL MANAGER.

The annual accounts for the calendar year 1912 are herewith submitted. Comment is frequently made regarding the loss to the Chinese Government in having to make up annually a certain amount representing the difference between the interest due on the capital loan for the construction of this line and the amount of money paid towards it by the net earnings, due to the working of the line; in other words, the annual deficit to be made up since the opening of the Railway to traffic, and they should convince those who peruse them impartially that the progress made by the Railway towards the full payment of its, so to speak, guaranteed interest has been consistent, very considerable, and quite in proportion to the results achieved by similar undertakings in the East, in fact anywhere.

Year.	Total of interest charges to be made up (This varies on account of Exchange.)	Net Earnings made by Railway	Annual Loss to Chinese Government.
1908	1,092,333	517,815	1,174,518
1909	1,062,635	581,157	1,081,088
1910	1,564,850	627,071	937,179
1911	1,548,056	760,883	787,170
1912	1,386,000	971,149 (A)	415,700 (B)

(A) This would have been \$200,000 better if the Rolling Stock asked for eighteen months ago had been supplied.

(B) This would have been \$200,000 less for the same reason.

A certain Power which has built 30,000 miles of railways in the East most successfully and is making a very handsome profit from them lays it down as a fixed policy that capital spent in constructing a railway is well spent, and a sound investment if it earns its guaranteed interest on the money borrowed by the fifth year after the railway has been open to public traffic. This railway has been open four years; and is in easy sight of such a state of affairs; nay, would now be actually paying 5 per cent. if it had the engines and rolling stock it has asked for some time back, and if it was not so very hard hit by exchange.

Similarly a just appreciation of the unique difficulties of like, shortness of rolling-stock, discriminative competition by river and creek, will, I feel sure, convince those accustomed to judge railway results that the Administration has not neglected its opportunities.

A great deal, of course, depends on the standard of business aimed at, and it would be well to bear in mind that in accordance with the explicit terms of its loan agreement this railway has been worked, as far as it can be, according to the best modern practice. Thus the Shanghai-Nanking Railway is unique in China (I speak under correction) in assuming the position of legal bailee for the time being, with reference to its traffic, both coaching and goods, and the property entrusted to its charge for carriage, as all railways in other countries are obliged to do by law, and in taking upon itself all the responsibilities entailed by the Board of Trade regulations for safety and care as far as they can be made applicable to the circumstances of the country. This fact alone will make it clear to all experienced readers that such responsibilities mean a very gradual evolution towards paying conditions in a new country; and that, when reached, the finances of the Railway will be on a sound and abiding foundation.

In harmony with the above remarks, it has been the settled policy of this railway, a policy warmly supported by the Managing Director, to place the development of the country, the nursing of the commercial welfare of the big towns, in other words, the indirect profits and advantages, to the country first and foremost; realizing that frequent means of communication between places of business, ready and safe means for the transport of merchandise and money, the fostering of all facilities for "business" makes "business" on the principle that "often the sight of means to do ill deeds make ill deeds done," and also good ones. Such openings up of business increase the power of taxation, increase the value of land and generally build up cities. In support of the indication that our efforts in this gradual development of the business possibilities, in fact our building up the indirect profits (which must act forcibly on the direct profit bearing possibilities of the railway, as night follows day) are meeting with considerable success, I quote the following written statements from Chamber of Commerce, gentry, merchants of Soochow and Wush:

"Improvement in local and business conditions at Soochow since the opening of the Shanghai-Nanking Railway to traffic.

1.—Since the establishment of the railway station at Soochow the vast tract of waste land in the vicinity of Chong Men and Chi Men has greatly risen in value and modern buildings have been erected thereon along the approach road to the Chong Men street. All sorts of shops, stores and other houses have been owned and the place has rapidly become a flourishing and prosperous market and is still developing.

2.—Since the construction of the modern macadamized road approaching the station great facilities have been offered to the travelling public and a large class of people has been able to find a means of living by pulling rickshaws, driving

WM. POWELL, LTD.

TELEPHONE 346.

GENTLEMEN'S OUTFITTERS

STIFF AND SOFT DOUBLE CUFFS. SHIRTS FOR SUMMER WEAR. SUBSTANTIAL LIGHT-WEIGHT MATERIALS.

FITTED WITH THE NEW COAT SLEEVE.

Thus ensuring the proper setting of the cuff.

WM. POWELL, LTD.

carriages, keeping stalls, etc., a circumstance which has had an indirect bearing on maintaining peace and good order.

3.—Owing to the rapidity of transportation by rail the products of native industry such as tea, products, silks, embroidery, etc., can be rapidly transported from the interior for sale, and thus the business has been increased five or six-fold in comparison with days of steam-launch locomotion.

4.—People are greatly benefited by the rail-borne post, so that a return post may be expected in a day's time in communicating with Nanking, Chinkiang and other places along the line.

5.—Consequent upon the building of the railway has come the establishment of telephone and electrical lighting, thereby greatly improving the conditions of life by affording safety in the streets at night and rapid communication, such as we have never enjoyed before.

6.—The splendidly comfortable coaches of your railway, the good treatment and civility to the passengers, as well as other perfections, leave nothing to be desired. These are entirely due to the efforts of the Shanghai-Nanking Railway, which has rendered great services to China, for which we feel greatly indebted. There is only one thing we have to point out, that since the opening of the T.P.R. the goods traffic on Shanghai-Nanking Railway has been steadily increasing, but owing to the shortage of wagons of the latter the traffic occasionally congregated or blocked, thereby resulting in inevitable delays. Hoping the General Manager of the Railway is aware of existing imperfection and will see his way to enquire into the matter and to purchase the additional wagons so that the merchants will feel greatly encouraged by giving their transportation to the railway entirely.

"The products and business condition in Wush.

1.—Cocoons and Silks. Before the establishment of railways the transportation of them by ships from Wush to Shanghai takes 4, 5 or 6 days; now it takes only 12 hours, including the time for loading and unloading.

2.—Rice and Barley. As above.

3.—Sundries. As above.

4.—Wood and Iron Materials. The transportation of them by ships from Shanghai to Wush takes 5 or 6 days; but that by rail for the same distance takes only 6 hours.

5.—Coal and Petroleum. As above.

6.—The Passengers. The launches may take them to Shanghai in 24 hours and the native junks may do so in 4 or 5 days. The railway can take them to Shanghai in 3 hours only.

7.—The Business Condition. Before the establishment of railways, the income and

outcome amounts not so much as 10,000,000. Now they have 20,000,000.

8.—Cost of Land. Before the establishment of railways, each mow costs \$20 or \$30. Now each mow along the maloo costs \$2,000.

9.—Style of Houses. Before the establishment of the railways, the houses were in Chinese style. Now there are over 20 factories and godowns.

10.—The Electric Lights and Telephone.

Two companies were started after the establishment of the railways.

11.—The Hotels. Before the establishment of railways, not a single one was built. Now there are over 20 places.

These letters and remarks, spontaneous as they are, coming from the actual people concerned, are a complete justification for the contention that the Shanghai-Nanking Railway, being a commercial enterprise, undertaken for the express purpose of serving the civil and military needs of the country, may take to itself an amount of credit for indirect profits, more than sufficient to make up the balance between what the 5 per cent. interest directly paid and, further, that the actual payment of its direct 5 per cent. profits on its capital is a foregone conclusion on these facts.

I hope I have made it clear that this Railway is doing its duty as far as the civil needs of the country are concerned, and I think events of the past year connected with the Revolution have shown the acknowledgment of the authorities, often and unstintingly expressed, verbally and in writing, that it fully did its duty in the time of strife and war in carrying the troops efficiently and in allowing the entire free movement of the people in safety when they were anxious to escape from the actual scenes of fighting.

Competent Chinese authorities has placed great value in this last fact as being one of the principal causes of the ungrudging sympathy and acquiescence in the local events of the revolution by the population at large.

I will close this Report with a very hearty acknowledgment of the work done by the officers and staff during the past year 1912. Extraordinary night and day work suddenly fell upon a staff not sufficiently recruited for day work, owing to the introduction of an off-resisted measure of reduction, and only those who experienced it can realize what stress of work the officers and men, Chinese and foreign, went through in the way of long hours, heavy work, attended often with considerable risk, and I commend them and all to the special attention of the Managing Director, the Corporation and the Chinese Government.

A. W. U. POZ, General Manager.

MOUTRIE'S SUPPLY THE PIANO

FIVE YEARS' GUARANTEE.

LIBERAL DISCOUNT FOR CASH.

PRICES RANGE FROM

\$380.00

EASY TERMS FOR HIRE PURCHASE.

S. Moutrie & Co., Ltd.

[629-3]

BANKS
HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:—
STERLING ... \$1,500,000 at 2/—=\$15,000,000
SILVER ... \$17,200,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
S. H. DODWELL, Esq.,—Chairman.
Hon. Mr. D. LANDALE.—Deputy Chairman.
G. F. FRIEDLAND, Esq.
O. S. GUBBY, Esq.
P. H. HOLYOAK, Esq.
G. R. LAURENS, Esq.
F. LIEB, Esq.
W. L. PATTERSON, Esq.
J. A. PLUMMER, Esq.
Hon. Mr. E. SELLIN.
H. A. SIEBS, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
N. J. STARR, Chief Manager.

Hongkong, 8th May, 1913.

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL, Yen 40,000,000
PAID-UP CAPITAL, Yen 30,000,000
RESERVE FUND, Yen 10,000,000

HEAD OFFICE—YOKOHAMA
Branches and Agencies at:
Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 31st March, 1913.

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 8,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONGKONG OFFICE.
3, DES VEXES ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.
K. TSUBURABARA, Manager.
Hongkong, 1st May, 1913.

NEDERLANDSCH-INDISCHE HANDELSBANK
(NEDERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

BRANCHES AND AGENCIES all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager.
No. 8, Des Vexes Road Central.
Hongkong, 23rd April, 1913.

BANKS
THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,000
RESERVE FUND ... 415,000

HEAD OFFICE:
40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Ceylon, Hongkong, India, Japan, Madras, Rangoon, Singapore, Soerabaya, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST ALLOWED ON CURRENT ACCOUNTS at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.
Hongkong, 20th May, 1913.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STARR, Chief Manager.

Hongkong, 1st July, 1911.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,700,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.
Hongkong, 14th April, 1913.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Ceylon, Hongkong, India, Japan, Madras, Rangoon, Singapore, Soerabaya, Tientsin, Yokohama.

CAPITAL AND SURPLUS ... \$7,060,000
equal 2,145,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

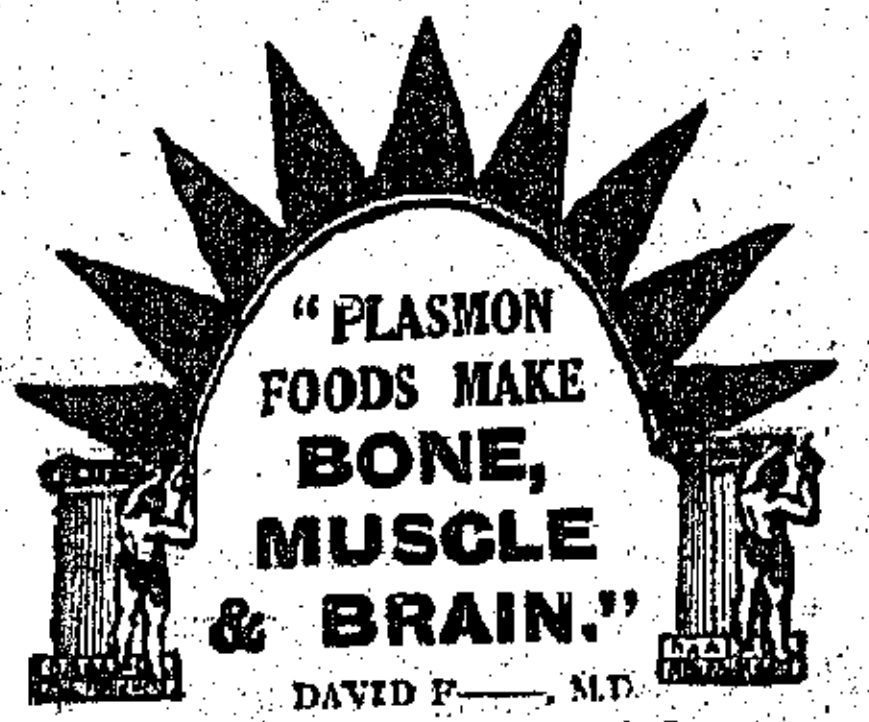
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG, Manager.
9, Queen's Road, Hongkong, 2nd November, 1912.



PLASMON

contains 81.38% pure protoid and 2.68% of the essential amino-acids, which is vital not merely to health, but to actual existence.

"Plasmon added to food both enriches the nutritive value and increases the nutritive value enormously."

Famished Hair Cells

call for

ROWLAND'S Macassar Oil!

is sold by Stores, Chemists, and ROWLANDS, 67, Hatton Garden, London.

Avoid cheap imitations with the same or similar name.

Meltonian Cream

gives black boots and shoes a brighter and more lasting polish—and a longer life—than any other preparation.

Meltonian Cream not only imparts a superior lustre, but also keeps the leather supple and in fine condition.

Meltonian Paste is a paste is preferred you should specify Meltonian Paste—a splendid polish and a genuine preservative.

Obtainable at all Stores, etc.

H. G. BROWN & SON, LTD., GARRICK STREET, LONDON.

SAVARESSE'S SANTAL CAPSULES

PHYSICIANS RECOMMEND THEM—MADE IN LONDON OF ALL CHEMISTS

Biliousness

Mother Seigel's Syrup is the remedy for quickly removing and preventing biliousness and constipation, or any of the symptoms that indicate some derangement of the stomach or liver. It is not wise to ignore such distressing ailments as headaches, pains after eating, flatulence, furred tongue, bad breath or frequent bilious attacks. Quite apart from their painfulness

HEADACHES STOMACH PAINS FLATULENCE DIZZINESS

Constipation

ARE REMOVED AND PREVENTED BY

MOTHER Seigel's Syrup

Sold also in Tablet form. Price 2/6

Invitation to the Grey-Haired!

TO MAKE A FREE TRIAL OF ASTOL—THE MARVELLOUS
NATURAL CURE FOR GREY HAIR, DISCOVERED BY MR.
EDWARDS, THE FOUNDER OF HARLENE "HAIR-DRILL"

The Latest Discovery of the Royal Hair Specialist.

Astol is the latest discovery of Mr. Edwards, the Royal Hair Specialist and Founder of Harlene Hair-Drill.

In Harlene Hair-Drill he discovered how to grow the hair.

Now in Astol he has discovered how to renew its colour.

This last discovery is the result of many years of investigation into the cause and cure of greyness.

Make Your Hair Renew Its Own Colour.

Astol is a liquid preparation containing no pigment, stain, or hair paint of any kind whatever.

Apply it to your grey hair and the result will amaze you.

For the colour-tonic action of Astol penetrates to the hair-roots of white or grey hair, and there awakens to new life the little pigment cells whose duty it is to supply the hair with colour.

As a result, Astol causes the hair to supply itself with the required colour. The new colour comes not from Astol, but from the hair itself. It is removed from within, not applied from without. Therefore the colour is natural, not artificial. Consequently it will not wash off or fade away. After the colour has been once renewed an occasional re-application of Astol is all that is needed to keep it bright and glossy.

Cures these forms of Hair-Loss-of-Colour.

Among the forms of hair-loss-of-colour cured by Astol are the following:

Total greyness.

Hair grey at the temples.

Hair grey at the sides.

Hair grey in streaks or patches.

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EMPIRE OIL.

RISE OF LITTLE-KNOWN BURMA FIELD.

Sir Herbert Thirkell White, late Lieut. Governor of Burma, presided at a meeting of the Indian section of the Royal Society of Arts when Mr. N. G. Cholmeley, C.S.I., late Commissioner of the Magwe Division of Burma, read a paper on the Burma oilfields. There was a large attendance.

After referring to the ignorance of the general public of the fact that the Province of Burma was a very considerable producer of petroleum, Mr. Cholmeley said the Burma oilfield was producing its modest output of oil long before 1859, when Colonel Drake first struck oil in America. The Burma oilfield was not among the great oilfields of the world. Its annual output of 220 million gallons or so was a mere drop in the ocean of the world's production. It enjoyed, however, the distinction at present of being the biggest producer within the British Empire, and if the saying credited to the inventor of the Diesel oil engine—that "for power-generating purposes oil will entirely displace solid substances before many years are past"—ever come true, the importance of an oilfield of our own, more especially for Admiralty purposes, could hardly be over-estimated.

TWO DISTINCT FIELDS.

There were in Burma, as a matter of fact, two quite distinct oilfields which were in process of being worked, for besides the main field in Upper Burma, there was a small field near the Arakan coast, on the islands of Ramree and Cheduba, but the output from that region per annum was only about 55,000 gallons. There appeared to be little probability of an enhanced production from this field, which seemed to be of no commercial importance.

The Burma oilfield proper was situated in four sections on opposite sides of the Irrawaddy about midway between Rangoon and Mandalay. The most important part of the field was on the east side, being divided into the Yenangyang field, 26 miles above Minbu, and that at Singu, about 20 miles higher up. The relative importance of these sections might be gauged by their respective outputs, which in 1911 were as follows:

Yenangyang	166,494,000
Singu	50,576,000
Yenangyang	4,478,000
Minbu	632,000

Total 221,640,000

The total production was about 5 per cent. ahead of the previous year.

AN ANCIENT INDUSTRY.

After referring to local stories of the first discovery of oil, the lecturer described the old-fashioned methods of digging wells in Burma previous to the advent of the oil companies. In 1797 Captain Hiram Cox estimated the production of the native wells at 92,781 tons (1,560,000 lbs.), valued at 889,737 Sica rupees annually, but those figures were based on information that was certainly incorrect, and they were no doubt greatly exaggerated. In 1830 Crawford reckoned the annual output at about 34,300 tons, value about £85,500, the average daily output being about 330 lbs. per well. In 1858 Captain F. Yule referred to the export trade. He said:

"There is now a considerable export trade of the article from Rangoon to England, and one of the Rangoon houses has a European agent residing on the spot. The demand in England is, I believe, for use to some extent as a lubricating oil, but it is also employed by Price's Company, at Lambeth, in the manufacture of patent candles. It has sold in the London markets at from £40 to £45 a ton. The ordinary price of the article in Burma used to be about 16s. the ton." Some modern oil companies must sigh for the good old days, when crude oil could be bought at the wells for 16s. a ton and sold in London for 45s.

THE NEW ERA.

It was not until the annexation of Upper Burma, in 1885, that a change was made in the method of working. In 1880 the total production was probably about 2,500,000 gallons; by 1890 the production had risen to over 4,000,000 gallons; in 1900 it was close on 35,000,000, and in 1910 211,500,000 gallons were produced with an export of over 105,000,000 gallons, besides some 5,000,000 lbs. of paraffin-wax and candles. This enormous increase was due to the appearance on the field of Western capital and Western methods of working. In 1887 the Burma Oil Company, having acquired by a lease from Government the blocks of land adjoining the native reserves, put down their first drilled well, and the new era began.

Mr. Cholmeley then described the Minbu field, where the production had risen from 18,320 gallons in 1910 to a monthly production, from about 80 wells, in 1912, to some 300,000 gallons. At Yenangyang the Burma Oil Company were the pioneers. The field was divided into the leased blocks, which were let by the Government to the company in the early days after the annexation of Upper Burma, before any other companies appeared in the field, and reserves of Twingon and Bame, which were set aside by Government for the proprietary oil miners, or Twingyons. With the exception of the parts of the Burma Oil Company's leased blocks, known as the Khodung, or Nipo Hills, the reserves contained the richest part of the oilfield, and that company for many years pursued unrelentingly a policy of purchasing well sites from the Twingyons, and sinking wells on them.

RISE IN LAND VALUES.

Before 1892 these sites could be purchased for sums varying from 20 to 100 rupees. From that time on the threatened competition of other companies drove the price up. In 1893 the Rangoon Oil Company appeared on the scene, and began leasing well sites from the Twingyons, on the terms of payment of a royalty of eight annas for every barrel of crude oil won. The success of this scheme soon brought a host of other competitors into the field, and by the end of the year the price of the best well sites had risen to 5,000 rupees; in 1907 it rose to 10,000 rupees; in June, 1908, to 30,000 rupees; and by the end of that year as much as Rs. 60,000 (£4,000) was paid for a well site in the best part of the field. This, of course, was a "boom" value; the present price was from Rs. 7,000 to Rs. 10,000.

There were now six companies at work on the field, with an issued capital of close on £6,000,000, and as none except the Burma Oil Company had as yet obtained any considerable supply outside the Twingyons reserves, it might be imagined how keen was the competition.

FATHER VAUGHAN.

IMPRESSIONS OF HIS RECENT WORLD TOUR.

During his sixteen months' tour of the world, during which he has travelled some twenty-six thousand miles, Father Bernard Vaughan, who has just returned to London, has had many curious experiences. Father Vaughan travelled from the Hudson to the Yukon and from the Rockies to San Francisco. After visiting Japan and China he went on to Singapore and Ceylon and on the way back to England stayed at Marseilles and Paris. The *Evening Standard* of April 18th says:

One of our representatives to-day found Father Vaughan sitting in his study, surveying an avalanche of new books, newspapers, letters and telegrams. "I am afraid my many correspondents will think me a most ungrateful person for not replying individually to this deluge of kind messages, and unkind requests for personal acknowledgments," he observed, ruefully. Speaking of his tour, he said: "I went, in the first instance, to visit America. For years past I have received invitations to lecture there. I have been able to gratify the desire of my American friends to some extent. During my travels I have spoken publicly about 400 times. I have addressed Indian tribes, negroes, Esquimaux, Japanese, and Chinese of all denominations. Besides Catholics, my audiences have included Protestants, Jews, Unitarians, Agnostics, and Atheists.

STUDYING HUMAN NATURE.

"Wherever I go I see things for myself. In order to arrive at a perfect understanding of things as they really are, I first studied the economic conditions of the various places I visited. I went to the markets; I looked in the shop windows—not forgetting those convenient institutions, the pawnshops. I explored railway stations, goods yards, and I gathered sufficient data from personal experience to form a tolerably good judgment of sweated industries and of rates of wages.

"Then I inquired about the theatres, the music-halls, and above all, the picture-theatres; and I gleaned some startling information. I dived into the primary and parish schools; I visited working men's clubs, and so secured first-hand knowledge of the economic, social, and religious conditions of the citizens who are in reality the ballast of the Ship of State. I read the local papers, and ascertained what was doing. If you want to gain a good idea of what things really are, you must get on your own feet, and, under your own hat, stride forth in a hail-fellow-well-met spirit. And so I have dived right away from Clubland to Slumland.

"There is nothing so interesting as people, but to know them you must 'pal' with them. I did so, and have come home knowing the actual living peoples of America, Japan, and China. And how extraordinary alike we all are! We are all made for the same destiny; all of the same origin. The differences between nations are like the differences between colours. They are surface deep only. We all have the same senses of the body, the same far-reaching faculties of the soul. What a mystery it all is! How little we all know, except that we have in common the same loves, the same sorrows, the same ambitions and disappointments, the same gains—and, alas! the same losses.

TWO KINDS OF IGNORANCE.

"The only difference between the most learned and the least lettered man is that the cultured man has his ignorance in order, while the untutored one has his in confusion—like my room before you, a litter of literature. I have met many learned men in my travels, but not one who really knows anything about vegetable life or animal life, or, especially, human life. We label these things and convert them to our use, but we know nothing about them. I met my friend, Thomas Edison, and said to him: 'You have tamed electricity, yoked it to your chariot wheels, you have placed it on the market, and in the hands of children, and treated it as though you know all about its nature and essence—do you know any more about it than I do?' 'What do you know about it?' he asked. 'Absolutely nothing,' I replied. 'My knowledge,' added to yours," said Edison, "can be described in the terms you have just used."

"I should like to pursue the theme further, but I must pay a sick call," concluded Father Vaughan. "But on leaving, I ask, does it not appear strange to that man, who live in the midst of all this mystery, are themselves, as human beings, the greatest mystery of all?"

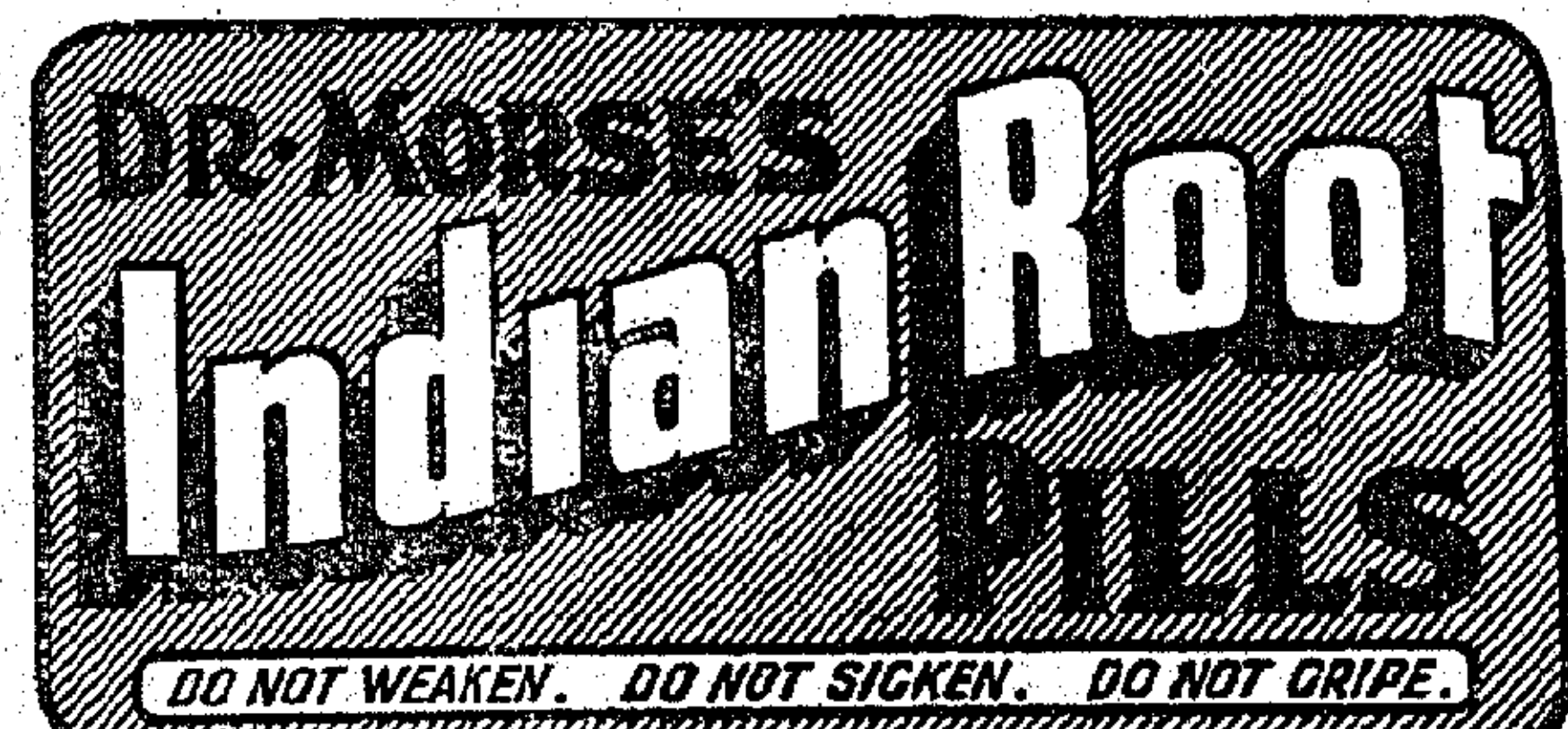
DREADFUL ECZEMA

Cured by Dr. Morse's Indian Root Pills.

That torturing and disfiguring disease has its cause in an impure condition of the blood. The impure condition of the blood often arises from a diseased condition of the stomach and allied organs of digestion and nutrition. When digestion is imperfect the nutrition of the body is inadequate to its needs. The blood becomes thin, poisons accumulate in it, and these poisons often manifest themselves in some eruptive disease. Dr. Morse's Indian Root Pills cure diseases of the stomach, and other organs of digestion and nutrition. They eliminate poisonous substances from the blood, purifying it, and increasing its quality and richness. They get at the cause and cure perfectly diseases of the blood, and other complaints which originate in a disordered stomach.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Head-aches, Sallow Complexion, Liver and Kidney Troubles, Piles, Psoriasis, Boils, and Blotches, and for Female Affections.

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stockists generally, at 60 cents per bottle, or will be forwarded on receipt of price by THE W. H. WATKINS CO., Ltd., Sole Proprietors 21, Farringdon Avenue, London, England.



JOHNNIE WALKER

IN THE MID-STREAM

of opposition maintains its hold. It is obtainable in three guaranteed ages:

"JOHNNIE WALKER" White Label.
Over 4 years old.
"JOHNNIE WALKER" Red Label.
Over 10 years old.
"JOHNNIE WALKER" Black Label.
Over 12 years old.

To be obtained from:
THE HANKOW DISPENSARY CO., Ltd.,
KAMP & CO., Shanghai.
PERRIN COOPER & CO., Tientsin.
SIEMSEN & CO., Canton and Hong Kong.

JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, GLASGOW, SCOTLAND.

Drink Wisely

MONTERRAT

Lime-Fruit Juice.

I don't care two straws for any but MONTERRAT Lime Juice.

It's a fine healthy, cooling, and refreshing drink, and keeps me fit in the hot weather.

MONTERRAT is sold by all leading Storekeepers.

VETARZO BRAIN AND NERVE FOOD

"This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or other ailments, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, beating down sensations, wasting diseases, consumption, night sweats, muddy, high-colored water, etc., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Treating up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasteful discharges, restores the fading energies, and imparts new life and vigour to those who had so recently accented played out, used up and valueless. Bottles Price 2s. 6d."

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with, removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gut, rheumatic, sciatic, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sore, goitre or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and laryngitis, whooping cough, too often the precursor of consumption. Bottles Price 2s. 6d."

Send stamped addressed envelopes for free booklet, or P.O. 2/6 for trial bottle or either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors only try to sell you something else for mere profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOT'S CHEMISTS.

LLOYDS BANK LIMITED.

Subscribed Capital, £26,304,200.

Paid up Capital, £4,208,672. Reserve Fund, £2,800,000.

HEAD OFFICE: 71, LOMBARD STREET, LONDON, E.C.

Deposit and Current Accounts	(31st Dec., 1912)	£89,832,381	3	4
Cash in hand, at call, and at short notice		24,028,468	7	8
Bills of Exchange		9,481,148	0	8
Investments		10,939,332	19	7
Advances and other Securities		50,347,649	1	9

THIS BANK HAS OVER 650 OFFICES IN ENGLAND AND WALES.

Colonial & Foreign Department: 60, Lombard St., London, E.C.

PARIS AUXILIARY: LLOYDS BANK (FRANCE) LIMITED, 19, RUE SCRIBE.



You cannot fare better than with

WOLFE'S Aromatic Schiedam SCHNAPPS

wherever you may be. It is to ordinary spirits what champagne is to ordinary wines, representing the supreme perfection of a distilled spirit, and the highest possible point of purity. It is suitable alike for women and men, and possesses tonic properties that render it healthful, invigorating, and in every sense beneficial.

The best Pick-me-up. :: The best Tonic. :: The best Digestive.

AGENTS:

MacEwen, Frickel & Co.,

Hongkong, Canton, Macao, Swatow and Amoy.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALDERON, MACGREGOR & Co., Hongkong.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL
SHANGHAI, KOBE AND ARMAND BEHIC On 2nd June, at 7 A.M.
YOKOHAMA Capt.
MARSEILLES VIA PORTS On 3rd June, at 1 P.M.
Capt. Rat
TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interspersed most passengers on their
arrival in Marseilles.
For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 24th May. Connecting with "TYMBIC" 7th June.
FROM COLOMBO: 7th June.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MADAGASCAR if sufficient inducement offers, and affording the
quickest freight transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIG" June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
SHANGHAI, KOBE and MOJI on 30th May.
S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.R., will be despatched
to KOBE & MOJI, (Yokohama if sufficient inducement offers) on 5th June.

WESTWARD.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 30th May.
S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, R.N.R., will be despatched
as above on 5th June.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a fully qualified surgeon.
For Freight or passage, apply to
DAVID SASSON & CO., LTD.,
Agents.

Hongkong, 24th May, 1913.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONSOLIA	COMFORT.	From HONGKONG calling at
27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA		KOBE (via Inland Sea),
27,000 tons, twin screws.		YOKOHAMA and HONO-
KOREA	SAFETY.	LULU (the Paradise of the
18,000 tons, twin screws.		Pacific) through Service via
SIBERIA		Pacific) through Service via
18,000 tons, twin screws.		NEW YORK to Europe.
NILE ... 11,000 tons.	SPEED.	
CHINA ... 10,200 tons.		
PERFIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.

The Cost: is not more by this route with its unparalleled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for 254 to London (return ticket £90.10s.)
and to San Francisco £36. SPECIAL RATES for Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY.	3rd June, at 3 P.M.
NILE	11,000		TUESDAY,	10th June, at 1 P.M.
MONSOLIA	27,000		TUESDAY,	1st July, at 3 P.M.
PERFIA	9,000		TUESDAY,	8th July, at 1 P.M.
KOREA	18,000		TUESDAY,	22nd July, at 1 P.M.
SIBERIA	18,000		TUESDAY,	29th July, at 3 P.M.
CHINA	10,200		TUESDAY,	5th Aug., at 1 P.M.
MANCHURIA	27,000		TUESDAY,	19th Aug., at 5 P.M.

• INTERMEDIATE STEAMERS:
Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
Leave Hongkong.	5th June.	21st June.	23rd June.
1st July	12th July.	28th July.	30th July.
8th July	24th July.	9th Aug.	11th Aug.
29th July	14th Aug.	30th Aug.	1st Sept.
19th Aug.	31st Aug.	17th Sept.	19th Sept.

LET US PLAN AN ITINERARY FOR YOU.

King's Buildings (opposite Blake Pier). Telephone No. 141.
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
SATURDAY, 24th MAY, 1913.
8 a.m. "HONAM."
10 p.m. "HONGSHAN."
SUNDAY, 25th MAY, 1913.
4 p.m. "HONAM."
10 p.m. "FATSHAN."

A Telephone service has been recently installed on the Canton Company's steamers.
Day steamers Call No. 776; Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th MAY, 1913.

The Company's Steamship

"SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANTU." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO



SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHITO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via "Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.
When taking only Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75 MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 13th June at 5 P.M.
Superior accommodation for 1st and 2nd Class passengers, no mix-up, no tips, no inside Cabins. Doctor,
Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £30 1st, £25 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ and PORT SAID.
S.S. "PERSIA," 12,500 tons, will leave as above about 2nd June.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surplus. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplicon, Lugano, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Leon, Calais or Boulogne, Class I £3.15, II £2.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £7.9.8, II £5.1.6.
BY ALPINE EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.9.8, II £5.1.6.
To SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 29th May, at 5 P.M.
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
To KOBE via SHANGHAI, YOKOHAMA.

S.S. "GISELA" will leave as above about 31st May. (For Cargo only).
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents.

Hongkong, 23rd May, 1913.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
DESTINATION STEAMERS TONS DATE OF SAILING
SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... About 7th June.
KOBE and MOJI ...
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, Tor Floor.

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	LYON
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
DELTA ...	May 24	MOOLTAN ...	June 22	June 23
ASSAYE ...	June 7	MOREA ...	July 6	July 12
ABADIA ...	June 21	MARMOIRA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MALOTA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £7.10 SINGLE, £16.14 RETURN.
2nd £4.8 2nd £2.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES,
PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	LONDON	
About	About	About	
PALAWAN ...	May 23	July 2	July 11
SUMATRA ...	June 11	July 16	July 25
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 15	Aug. 24
SARDINIA ...	July 23	August 29	Sept. 7
SIMLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON £5.50 SINGLE, £12.10 RETURN.
2nd £3.10 2nd £1.74

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—
E. A. HEWITT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	KAMO MARU Capt. K. Kawara, AKI MARU Capt. Kon,	16,000 12,500	{WED'DAY, 4th June, at Daylight. {WED'DAY, 18th June, at D'light.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA ...	TAMBA MARU Capt. S. Wada, AWA MARU Capt. E. Shimizu,	12,500 12,500	{THURSDAY, 3rd June, at 4 P.M. {TUESDAY, 17th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	NIKKO MARU Capt. Yagi, KUMANO MARU Capt. M. Winkler,	9,600 9,300	{WED'DAY, 4th June, at Noon. {WED'DAY, 2nd July, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON ...	KIRIN MARU Capt. M. Deguchi,	6,000	{SATURDAY, 31st May.
BOMBAY via SINGAPORE, and COLOMBO ...	SHINYO MARU Capt. Ohkuma,	12,500	{MONDAY, 26th May.
KOBE and YOKOHAMA ...	KAGA MARU Capt. Tabusa,	12,500	{THURSDAY, 5th June, at 11 A.M.
KOBE and YOKOHAMA ...	YAWATA MARU Capt. Sakino,	7,000	{WED'DAY, 4th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	RANGOON MARU Capt. Kamoshita,	12,500	{WED'DAY, 4th June.

† Fitted with New System of Wireless Telegraphy. † Cargo only

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	
1st Class ...	\$135	\$122	\$108	\$95
2nd ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 1241.

111-12-13

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 24th May.	See Special of Call
SHANGHAI	ASSAYE	6 P.M., 25th May.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	PALAWAN	About 28th May.	Freight and Passage.
SHANGHAI, KOBE, SUNDAY AND YOKOHAMA	Capt. C. E. Irving, R.N.R.	About 1st June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd May, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 24th May, M'night.
SWATOW, WEIHAIWEI, CHEFOO	"HUICHOW"	On 25th May, D'light.
MANILA, CEBU and LOLO	"TAMING"	On 28th May, 4 P.M.
SHANGHAI	"KAIFONG"	On 29th May, 9 A.M.
SHANGHAI	"ANHUI"	On 29th May, 4 P.M.
SHANGHAI	"CHENAN"	On 31st May, M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, saving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 12 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

Hongkong, 24th May, 1913. TELEPHONE 36. AGENTS

BUTTERFIELD & SWIRE,

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 26th May, Noon.	On 26th May, Noon.
ALDENHAM	On 7th June, 11 A.M.	On 7th June, 11 A.M.
ST. ALBANS	On 21st June, 11 A.M.	On 21st June, 11 A.M.
EASTERN	On 19th June, 11 A.M.	On 19th June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. FUERST BUELOW	28th May.
S.S. HIBKENFELS	28th May.
S.S. GOLDENFELS	13th June.
S.S. C. FERD LAEISZ	19th June.
S.S. PREUSSEN	20th June.
S.S. SILESIA	20th July.
S.S. BELGRAVIA	3rd July.

For Further Particulars, apply to—

Hongkong, 23rd May, 1913.

HOMeward.

FOR MARSEILLES, HAVRE & HAMBURG:

S.S. ALEXIA	11th June.
S.S. SAMBIA	12th June.
S.S. SEGOVIA	17th June.
S.S. C. FERD LAEISZ	20th June.
S.S. FUERST BUELOW	28th June.

For Further Particulars, apply to—

Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Rouse	TUESDAY, 27th May, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgkin	FRIDAY, 30th May, at 11 A.M.
"HAIYING"	Capt. W. C. Pasmore	TUESDAY, 3rd June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 25th May, at 10 A.M.
		(WEDNESDAY, 28th May, at 11 A.M.)

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th May, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU

TENYO MARU.

Speed 21 KNOTS; Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS; Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, NOON.
NIPPON MARU	A. G. Stevens	SATURDAY, 21st June, at Noon.
TENYO MARU	B. Dent	TUESDAY, 24th June, at Noon.
SHINYO MARU	W. C. T. Palmer	SATURDAY, 12th July, at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA AND HONOLULU on TUESDAY, the 27th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

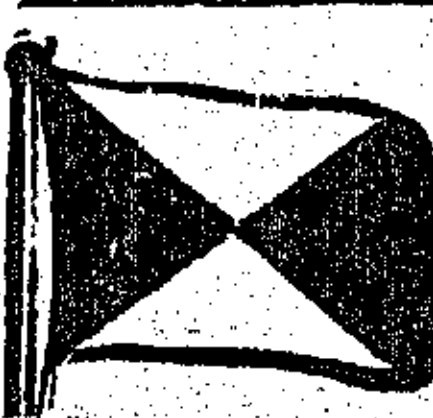
SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Hilo and Cebu	On 27th May, 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarin, Hilo and Cebu	On 6th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 19th May, 1913. PHILIPPINES S.S. Co. 110

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

In Connection at TACOMA and SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CANADA MARU"	K. Hori	WEDNESDAY, 28th May, at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 1 P.M.
"PANAMA MARU"	J. Kano	WEDNESDAY, 24th June, at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 28th July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nemoto	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	

FOR MOJI, KOBE and YOKKAICHI.

"INDO MARU"	M. Nemoto	SUNDAY, 22nd June, P.M.
"LUZON MARU"	H. Yamamoto	FRIDAY, 19th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 4th June, at 2 P.M.
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FOR TAMSUI VIA SWATOW AND AMOY.

"DAIJIN MARU"	M. Nagano	SUNDAY, 25th May, at Noon.
"DAIGI MARU"	S. Tokunishi	SUNDAY, 1st June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU"	K. Tashiro	WEDNESDAY, 23rd May, at 10 A.M.
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FOR CANTON.

"SOSHU MARU"	K. Tashiro	Leaving
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These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER

Second Floor, No. 1, Queen's Building.

491-778-7

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG"	18,300	Wed'ay, 28th May, at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"SCHARNHORST"	15,000	About Wed'ay, 23th May.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	6,100	Saturday, 14th June, at 9 A.M.
KOBE and YOKOHAMA	"PRINZ WALDEMAR"	6,100	About Tuesday, 27th May.
KUDAT and SANDAKAN	"BOENE"	5,000	Tuesday, 27th May, at Noon.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELOHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 24th May, 1913.

THE AUSTRALIAN ORIENTAL

LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
"CHANGSHA"	11th June.	16th June.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 22nd May, 1913.

TELEPHONE No. 36.

AGENTS.

655

SHIPPING IN PORT.

STEAMERS.

ARAB, British str., 4,477, G. S. Thomson, 20th May—Kuchinotzu 10th May, Coal.—Butterfield & Swire.	OTARU MARU, Japanese str., 1,993, K. Suezawa, 21st May—Port Arthur 14th May, Coal.—Mitsui Bussan Kaisha.	PAUL LECAR, French str., 8,443, Vallet, 18th May—Marseilles 20th April, General.—Messageries Maritimes.	PITSANULOK, German str., 1,243, Reimers, 19th May—Bangkok 11th May, Rice.—Butterfield & Swire.	SEACHEN, British str., 1,143, Jones, 19th May—Chinkiang 15th May, General.—Butterfield & Swire.	TAMON MARU, Japanese str., 2,001, M. Sawada, 21st May—Moji 16th May, Coal.—Mitsui Bishi Goshi Kaisha.	TINGSONG, British str., 1,445, Bramwell, 18th May—Chinkiang 13th May, General.—Jardine, Matheson & Co.	TOOSHIN, Chinese str., 570, O. H. Haig, 18th May—Honkoku 14th May, Salt.—A. Buno & Co.	TSINTAU, German str., 1,002, F. Bucking, 12th May—Bangkok 4th May, Rice.—Butterfield & Swire.
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LATEST STEAMER MOVEMENTS.

The str. *Rubi* left Manila on the 22nd May, and is due here on the 26th May, at daylight.

The Swedish East Asiatic Co's str. *Canton* left Port Said on the 12th May, and may be expected here on the 7th June.

The Swedish East Asiatic Co's str. *Ceylon* left Antwerp on the 13th May, and may be expected here on the 26th June.

SHIPPING REPORTS.

The German str. *Scota* reports: Light southerly wind and sea.

The British str. *Taming* reports: Light to moderate winds and fine weather throughout.

The Chinese str. *Kwanglo* reports: Light to moderate northerly wind, fine clear weather to port.

The British str. *Delta* reports: Light variable winds and misty weather to Tung Yung; thence to ports, moderate to fresh N.E. winds with drizzling rain between Amoy and Hongkong.

PASSENGERS.

ARRIVED.

Per *Kwanglo*, from Shanghai, Mrs. Swanson.

Per *Lockwin*, from Saigon, Mr. and Mrs. Brown and Mr. Ott.

Per *Delta*, for Hongkong, from Shanghai, Mrs. D. Landale, Missa Landale (2), Master Landale, Mr. La Gro, Mr. A. B. Skottowe, Miss J. M. Coleman, Mr. M. A. Edwards, Mrs. Weill and infant, Mr. Donnenberg, Mr. D. H. Wechell, Miss J. Van Horpe, Lieut. Dorfer, War Office Schmidt, Mr. W. C. Dunn, Mr. Mrs. and Miss Sturdevant, Mr. and Mrs. Tega Singh and servant, Rev. A. Alfayene, Rev. I. Vincente.

ON SALE.

HONGKONG HANSARD REPORT of the MEETINGS of the LEGISLATIVE COUNCIL for the session 1911.

REVISED BY THE MEMBERS.

PRICE - - - - \$5.

DAILY PRESS, 61 PRINCE

Hongkong, 6th March, 1911

